

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the Far East
is given in the
HONGKONG WEEKLY
PRESS,
which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.
THE
 DIRECTORY & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,569. 號九十六百五十六萬壹第 日九初月五年三統宣 HONGKONG, MONDAY, JUNE 5TH, 1911. 一拜禮 號五月六年一十百九千一英港香

PRICE \$3 PER MONTH.

INTIMATIONS
BABY
GRANDS
BY
RACHELS
PRICE \$850.
CASH
OR
EASY PAYMENTS.

S. MOUTRIE & CO.,
LIMITED.
SOLE AGENTS.

[a304]

CHINA MUTUAL LIFE
INSURANCE CO., LTD.,
HEAD OFFICE, SHANGHAI.
DIRECTORS AND OFFICERS:

J. A. WATTIE, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEIL, F.L.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Assurance Companies' Acts, England.
Insurance in Force ... \$37,855,885.00
Assets ... 8,415,250.00
Income for Year ... 3,586,659.00
Total Security to Policyholders 8,216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
District Manager. Hongkong, Macao,
E. W. TAPE, Esq., and the
District Secretary. Philippines.
Alexandra Building.

C. LAWDER, Esq., Inspector Hongkong.
Advisory Board: Hongkong.
Sir PAUL CHATEE, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAFRENTZ, Esq.

[a1351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 376 lbs. net
In Bags 250 lbs. net
SHEWAN, TOME'S & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1364]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULIN
ARENHOLD, KARDEBEG & CO.
Sole Agents.

PEAK TEAMWAYS COMPANY,
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
7.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.45 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.45 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.

SPECIAL CARE by arrangement of the
Company's Office, Alexandra Building, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 1st April, 1909. [a545]

WO HING & CO.,

NO. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF

HIGH-CLASS.

SWATOW DRAWN WORK.
LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911. [a591]

LANE, CRAWFORD & CO.

ICE CREAM FREEZERS (ALL SIZES)

TEAKWOOD ICE SAFES,
ICE PICKS, ICE SHAVES,
ICE PAILS, ICE BLANKETS.

LANE, CRAWFORD & CO.

[a28]

THE
"CORONATION" WINE.
POMMERY AND GRENO.

IN MAGNUMS, QUARTS AND PINTS.

SOLE AGENTS:

CALDBECK,
MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).

HONGKONG TO RONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

Sundays at 7.30 A.M. and 4 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

Owing to docking arrangements there will be no 8 A.M. steamer to Macao on SATURDAY, the 3rd June, and no 2 P.M. steamer from Macao on the same date.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
a144] Hotel Mansions, Opposite Hongkong Hotel.



MITSU BISHI DOCKYARD AND ENGINE WORKS.

AI, A.B.C., Western, Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Stone's Manapane Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks. Depth of Water on Keel-Blocks.
3 Dry Docks: No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks.
Lifting Power 7,000 Tons. No. 1 12,000 Tons. No. 2 500 Feet.
Max. Length of Ship taken in 450 Feet. 550 Feet.
" Breadth " " " 56 " 66 "
" Draft " " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheersleg, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

KELLY & WALSH, LTD.

BOOKS ON THE BRITISH EMPIRE: The Centenary Edition of the Works of Charles Dickens, in 36 vols., each volume contains a Dickens Stamp and Fully Illustrated; Price \$275 per volume.

A Short History of the British People, by J. R. Green, M.A., 4 Volumes; Illustrated ... \$18.00
The Ocean Empire: Its Dangers and Defence, by W. H. Pittock; Illustrated from Photographs and Drawings in Colour; 2 Volumes ... \$32.00

Oversea Britain: a description of the Geography, the Historical and Political Development and the Resources of the Empire, by E. F. Knight ... \$2.50

British Central Africa, by Sir Harry Johnston ... \$10.00

Australia Painted, by P. F. Speare, and described by Frank Fox ... \$16.50

Australia, the Making of a Nation, by John Foster Drury ... \$2.75

The Commonwealth of Australia, by B. R. Wise ... \$6.50

The Dominion of New Zealand, by Sir Arthur P. Douglas ... \$6.50

Home Life in Ireland, by Robert Lynd ... \$4.50

The Gates of India, by Sir Thomas Holdich ... \$8.00

The New Nation: A Survey of the Conditions and Prospects of South Africa, by H. E. S. Freearke ... \$2.75

A Short History of British Colonial Policy, by H. E. Egerton ... \$3.10

An Olive Branch in Ireland, by William O'Brien, M.P. ... \$8.00

Canada and the Empire, by W. R. Lawson ... \$2.50

The Golden Land: The True Story of British Settlements in Canada, by A. E. Copping ... \$4.50

CORONATION PLAYING CARDS: 60 cents and \$1.75 per pack. [a26]

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. | No. 2 DOCK. | No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—106 buildings, principally of brick and steel, 355 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [a713]

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

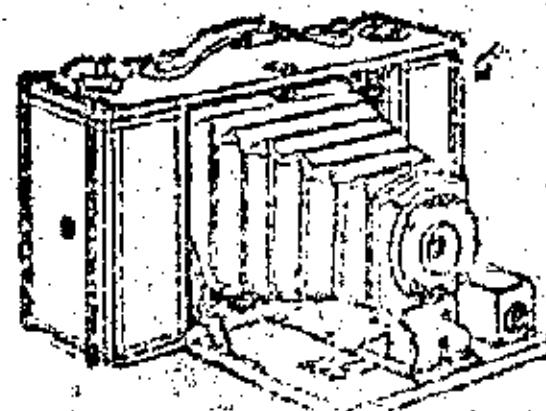


PHOTO GOODS of every description, EASTMAN

KODAKS and CARBINE CAMERAS, &c.

FRESH KODAK FILMS IN STOCK.

DEVELOPING AND PRINTING A SPECIALITY.

[257]

ENGLISH VARNISHES, PAINTS, ENAMELS, DISTEMPER, OILS, LEAD, ZINC, ETC., ARE STOCKED IN HONGKONG BY THE MANUFACTURERS.

WILKINSON, HEYWOOD & CLARK, LTD.

(Proprietors of DAVID STORER & SONS.)

"BELL BRAND" PAINTS & OILS.

Buyers' Guide and all information from

WILKINSON, HEYWOOD & CLARK, LTD.,
ALEXANDRA BUILDINGS, HONGKONG.

W. D. GRAHAM,
GENERAL MANAGER IN THE EAST.

[a733-1]

WEISMANN, LTD.

BAKERS.

CONFECTIERS.

CATERERS.

RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

[54]

HOTELS

HONGKONG HOTEL

FINEST HOTEL IN THE FAR EAST.

Recently Refurbished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
The new Lounge will shortly be completed.
A la Carte Restaurant and Grill Room.
Open 1st October.
J. H. TAGGART, Manager

[a631]

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if required).

Electric Passenger Elevator to each floor.

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER
ALE,STONE
GINGER BEER,
PYERIS—Sparkling
Mineral Table Water.A. S. WATSON & CO.
LIMITED,
HONGKONG.

25

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

Telegraphic Address: PRESS
Codes: A.B.C. 5th Ed. Lester.
P. O. Box, 84. Telephone No. 12.HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 5TH, 1911.

During the past week or so many columns have been published about the condensed milk trade in the Colony, with special reference to the value of condensed machine-skinned milk as food for infants, and what the community does not know of the subject by this time is probably of very little importance. Attention was first drawn to the subject at a meeting of the Sanitary Board on March 14th when the Medical Officer of Health suggested that "in view of the already enormously high mortality among Chinese infants" the Government should be asked to introduce legislation to prevent the sale of cheap condensed skinned milk except under very strict regulations in regard to the labelling of the tins, not merely to the effect that it is "skinned milk," a term which the Medical Officer of Health thought the Chinese purchasers would probably not understand, but also to the effect in Chinese that "such milk is quite unsuitable for the feeding of infants." The Government promptly acted on this suggestion and introduced a Bill; whereupon importers of these cheap brands of condensed milk rose in arms against it. They have contended not only that it has not been shown by the Government's advisers that the use of this skinned milk has contributed to infant mortality, but they have represented that in regard to its nutritive qualities it is superior to the article of food commonly used by the Chinese for the feeding of infants, and in this they have been supported by local medical testimony. On the other hand we have the

Colonial Secretary saying that the Medical Board had informed the Government that in their opinion "machine-skinned milk is unsuitable for feeding infants under one year of age" and recommending that this should be printed on the labels in English and Chinese. The statement that this milk is largely used as an infant food by Chinese has been challenged, and we see that the Medical Officer of Health derived his information that it was from sanitary inspectors who, one would think, could not claim to know a great deal on the subject, but as their testimony is corroborated by Dr. ALICE SIEBER, lately head of the maternity hospital, and now in private practice, there can be no hesitation to accept the statement without further question. There remains then the question as to whether this skinned milk is better or worse than the "pap" the poorer class of Chinese commonly use, and for which this skinned milk is now being taken as a substitute. On this point there is no testimony in opposition to that brought forward by the importers of the brands of milk which the proposed ordinance would affect. This testimony says it is superior, and the value of this legislation therefore, from the point of view of the present high rate of infant mortality among the Chinese, depends upon whether the new wording on the label induces Chinese to buy the dearer but more nutritive bands of condensed milk, or fresh milk from the dairy farm, or whether it will cause them to revert to "rice water." Unless there is some confidence as to the beneficial result of this legislation, the justification for it does not appear strong. A point was made that one of the labels bore words in Chinese which were "clearly fraudulent." It does not, however, need special legislation to deal with cases of that kind, for the Food and Drugs Ordinance of 1898, as it stands, contains provisions covering the false description of an article. There is a good deal to be said for the Government of a Colony like Hongkong going even further than that and ensuring that the Chinese purchaser of a foreign article of diet shall understand from the label just what he is purchasing. Our chief apprehension in regard to this legislation has been that it would injuriously affect the position of the port as a distributing centre for this trade. We do not know the value of the local trade in condensed milk, but we see from the Imperial Maritime Customs Reports that the total value of the condensed milk in tins imported into China in 1909 amounted to £153,581. A very large part of that trade must pass through Hongkong, and it is well, we think, that it should continue to do so, because it is conceivable that the knowledge that it is first shipped to a British Colony ensures a standard of quality which might not be maintained if shipments were made direct to Chinese ports. We are glad to see the authority of the Hon. Mr. Hewett for the statement that the enormous distributing trade will not be in any way affected by this legislation, which will simply require that the milk offered for sale by retailers within the Colony shall bear upon the labels words which are now the subject of consideration by a Committee of the Council.

We regret to learn that Sir Hormusjee Mody has had a relapse.

The Siamese royal yacht, with the Queen Mother on board, left Hongkong on Saturday for Haiphong.

Mr. W. D. Barnes, the Colonial Secretary, is a passenger by the P. & O. *Ariadne* due here on Wednesday.The *Gazette* announces that Kowloon has been proclaimed a port or place at which an infectious or contagious disease prevails.

It is notified by the Registrar of Companies that the name of the San Hing Steamship Co., Ltd., has been struck off the Register.

It is announced in the *Gazette* that, except when otherwise specially ordered, the Chinese recreation ground will be opened from 5 a.m. to 9 p.m.

At 4.30 p.m. on Saturday two men armed with knives waylaid a fishmonger near the Wongnichong shop on the Stanley Road. The robbers relieved their victim of all the money he had in his possession, £5, and departed.

At four o'clock yesterday morning the five men were summoned to a fire which occurred in a pie and goods shop at 146, Bonham Strand East. When the brigade arrived the fire had a firm hold, and it took a few hours' hard work to get it under way. The shop was practically gutted.

His Excellency the Governor has been pleased to appoint Mr. E. Shelling to be an additional member of the Court of the University of Hongkong, and Dr. G. P. Jordaa to be an additional member of the Council of the said University.

The Sanitary Board holds its first meeting in its new offices in the General Post Office tomorrow. The agenda is a small one, the principal item for consideration being correspondence relative to the proposed draft scavenging and conservancy bye-laws.

The management of the Bijou Scenic Theatre in Wyndham Street have kindly offered to give a free entertainment to the married families of the Garrison at the Bijou Theatre at 4 p.m. on June 22nd (Coronation Day).

Her Majesty the Queen Mother of Siam, who visited the Nethersole Hospital and Alice Memorial Maternity Hospital on Friday morning, has been graciously pleased to send a donation of £400 towards the work.

A regulation made by the Governor-in-Council under the Merchant Shipping Ordinance states that vessels plying between Hongkong and the sheltered and partially sheltered waters of Castle Peak and Deep Bay may carry the number of passengers which they are allowed to carry when within the local trade limits.

At the race course on Saturday, after the Gymkhana meeting, Mr. T. E. Hough offered for sale a number of race ponies. Only two animals, however, changed hands, the bids generally being below the reserve. Jack Spraggan was sold for £30, and Mombasa (late Highland Tarn), the winner of the last race of the day, brought £275.

It is noticed that, unless with the express permission of the Director of Public Works, no wheeled vehicle other than a ricksha, bicycle, tricycle or other similar machine not propelled by motor, and a pramambulator or other similar machine, shall be allowed on Kennedy Road, and the wheeled vehicles mentioned must proceed round the bends of Kennedy Road at a moderate speed.

Owing to an outbreak of cholera in Lower Pukat, all the roads and bridle paths leading from the infested area are surrounded by a cordona and patrolled by Malay State Guards. The *Malay Mail* is informed that the outbreak is principally among Malays, with a few Chinese, and is in the Mukims of Teluk Bharu and part of Sri Durian. The authorities are adopting energetic measures to prevent the disease spreading.

Amongst a number of new Fellows elected at a meeting of the Royal Colonial Institute on Saturday were the following:—Hon. Warren Delafield Barnes (Colonial Secretary, Hongkong); Sir Ernest W. Birch, K.C.M.G., Captain F. W. Lyons (Hongkong), and Messrs G. W. Y. Craig (Federated Malay States); T. F. Dixon (Siam); F. S. Evans (Singapore); E. D. Haskell (Hongkong); F. T. Holbrook; F. A. Holland; J. S. Oliver, and Noel F. W. Paul (all of the Federated Malay States).

HARBOUR IMPROVEMENT AT MACAO.

Our Macao correspondent writes on June 2nd as follows:—I am pleased to say that after many years' talking about improving the harbour the work is soon to be commenced. Some credit for this devolves on Senor Machado, who will have the honour of seeing this long-needed reform begun during his governorship of the Colony. The contract, which is in course of being signed or is already signed, is for the dredging of a channel in the harbour, the scheme, it is said, being based on a report made years ago by Captain Clarke, as he was then, of the Hongkong, Canton, and Macao Steamship Company. The amount of the contract is £150,000. This is to be spent within three years in providing a channel 40 metres broad and 12 feet deep when the tide is at its lowest. It is understood that the contractors are to enter into a contract for ten years to keep the channel open by dredging. I understand that Messrs. Macdonald & Company of your city are undertaking the work, which is to be commenced soon.

FURTHER GAMBLING RAIDS.

ANOTHER FATALITY.

On Friday night the police executed two gambling warrants in the city, one Chinese who attempted to escape from a house which was raided being killed, and another injured. One raid was made on the third floor of 27, Queen's Road East, where sixteen gamblers were captured. After another search of the premises the police found another man who was seriously injured in the yard beneath the floor where the arrests were effected. It is surmised that this man, becoming alarmed when the cry of "police" was raised, leaped through the window with the object of making his escape. He was promptly removed to hospital, and died shortly after admission. The remaining sixteen were charged before Mr. Wood at the Magistracy on Saturday, when the two keepers of the game were fined £25 apiece and each of players £2.

The second warrant was executed on the third floor of 49, Queen's Road East. There eight arrests were made and another man who had jumped from the verandah was subsequently picked up with a broken leg and removed to hospital. The men appeared before Mr. Wood, who fined each of the keepers £5, and each of the six players £4.

A QUESTION OF GOOD MANNERS.

A representative of the *Times of Ceylon* who made enquiries at the Ceylon Governor's residence at Nawara Eliya regarding the absence of the name of Mr. P. Ramanathan, C.M.G., from a private entry list recently made public, was furnished by the Governor's A.D.C. with the following explanation:—"When the private entry list was being revised and brought up-to-date under the directions of H. E. the Governor, it was brought to notice that Mr. Ramanathan, though residing in Colombo, had not called at Queen's House, nor paid his respects to the Governor for three years, and that his name did not, therefore, any longer appear on the Governor's visiting list. Consequently it could no longer be included in the private entry list. If the A.D.C. receives a proper apology for this breach of good manners and want of courtesy, he has received instruction to restore Mr. Ramanathan's name to both the visiting and private entry lists."

TELEGRAMS.

[Protected by the Telegraph Message.
Copyright Ordinance, 1894.]

[DAILY PRESS" EXCLUSIVE SERVICE.]

THE OAKS.

LONDON, June 2nd.
The result of the Oaks is as follows:

Mr. Broderick Cloete's Cheri Moyna 1
Capt. Forrester's Tootles ... 2
Lord Derby's Hair Trigger ... 3

THE MURDER OF CHINESE
IN MEXICO.

PEKING, June 3rd.
The Mexican Charge d'Affaires has expressed to the Waiwupu the regret of his Government regarding the incident at Torreon, when several non-combatant Chinese were killed by revolutionaries, and promised full investigation and reparation.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

THE BRITISH DOMINIONS
AND TREATIES.

LONDON, May 2nd.
The Imperial Conference has adopted a resolution having reference to the consultation of the Dominions in future regarding the negotiation of Treaties with Foreign Powers.

THE ALLEGATIONS OF
FRENCH BARBARY.

FRENCH EXPLANATIONS.

LONDON, June 3rd.
The "Temps" (Paris) explains that the raid carried out under French officers at Limta (Morocco) was made in consequence of the barbarous cruelty of the inhabitants to French couriers.

The sale of women and children is positively denied.

DECLARATION OF LONDON.

APPROVED BY IMPERIAL CONFERENCE.

LONDON, June 3rd.
The Imperial Conference has passed a resolution in favour of the ratification of the Declaration of London.

THE KING'S BIRTHDAY.

LONDON, June 4th.
The King has received world-wide congratulations on the occasion of the anniversary of his birthday.

NEW PORTUGUESE FLEET.

LONDON, June 4th.
The "Morning Post" publishes a message from Lisbon stating that it has been decided to expend £10,000,000 on the new Portuguese arsenal and fleet, the work to be executed by British engineers and supervised by British naval officers.

THE STRAITS SHIPPING BILL.

HAS A COMPROMISE BEEN MADE?

The Singapore Free Press understands that the chairman of the Homeword Conference has received a telegram from Home that "future blockade for cargo can be made." Report adds that the rate will commence from July 1st at present.

The Government have no information to be made public on the subject, beyond the fact that Sir John Anderson met the representatives of the Shipping Conference on Thursday. From the wire mentioned above, it is concluded that an understanding has been arrived at between the representatives of the Conference at Home and Sir John Anderson on behalf of the Government. When the Shipping Bill was passed in the Straits, the Conference gave notice that it would not undertake future booking for cargo. The dislocation of trade threatened was averted till the Governor has arrived Home and met the representatives of the Conference with a view to a compromise.

With further available information, we must leave our readers to draw their own inferences that (1) The Conference has given way and the Shipping Bill will become law, or is unnecessary; or (2) The Governor has given way and the Shipping Bill will be abandoned.

There are difficulties in the way of accepting either view. With the Imperial Conference to consider the question of "blocks" and deferred rebates, it seems hardly likely that the Straits would be given a say before the whole question had been dealt with. Knowing the strength of the Conference, and the importance it places on the blockade system, it seems hardly likely that the Conference would give way. Possibly the compromise, if there be one, consists in the abandonment of the so-called "secret rebate" system as practised in the Straits alone. In which case there will be some Singapore firms to be sympathetic with.

THE KING'S BIRTHDAY.

Saturday, the anniversary of the birthday of His Majesty King George V., was a public holiday in Hongkong, as in other parts of the Empire, and the occasion was fittingly celebrated in the Colony. It was a bright, warm day, and there was no sign of rain to mar the many festivities which had been arranged. All public offices and foreign firms were closed, and flags drooped from flagstaffs. Most ships in the harbour were dressed, and the Royal Standard flew from the flagstaff of Government House. Trippers left the city early to make the most of a glorious day, and the various sporting clubs were well patronised.

As usual on the King's Birthday, a large number of members assembled at the Hongkong Club at noon, and, on the invitation of the Chairman (the Hon. Mr. Montague Edes), drank to the King's health.

REVIEW OF THE TROOPS.

At 10 a.m. His Excellency the Governor reviewed the troops on the Hongkong Cricket Club's Ground. The general opinion was that the review was an excellent one as far as it went, but that the evolutions were too brief and the locality too confined. There was insufficient room for the troops to manoeuvre and a large section of the public, who was closely packed in the surrounding streets, were unable to secure more than a passing glimpse of the pageant.

The usual order of former reviews was departed from, probably owing to the locality in which Saturday's parade was held. His Excellency the Governor on arrival did not inspect the troops, and the march-past was in fours instead of file. No *feu de joie* was fired, only the Royal Salute from the cannon which were drawn up on the parade ground on the opposite side of Queen's Road.

As early as 7 a.m. people were on the scene awaiting the falling-in of the troops, and the police under Chief Inspector Baker had a busy time in regulating the traffic. By nine o'clock a large crowd had assembled in Jackson, Chater and Murray Roads, and in the cricket ground near the saluting base on the Queen's Road side. Others, eager for a clearer view of the proceedings, found signs of advantage in the top stories of the block of buildings from the Hongkong Club to Messrs. Butterfield & Swire's offices. Another crowd looked on from the verandahs of the Naval Offices, while other spectators viewed the proceedings from the roofs of the Naval Hall and the Law Courts, some climbing as high as the domes of the latter building.

By 9.35 a.m. the troops were all in readiness, and the scene on the cricket ground was a very picturesque one. On three sides of the ground the different detachments were drawn up, while in the centre were stationed the K.O.Y.L.I. band and the pipers of the 126th Baluchis. Officers stood about issuing orders, while the Garrison Sergeant Major, on whom the brunt of the work fell, was kept exceedingly busy until all was in order for the arrival of H.E. the Governor. The following detachments paraded at the strength mentioned:—

Officers	Rank.
Naval Brigade	3
Royal Marines	100
Royal Garrison Artillery	3
H.K.S.B. R.G.A.	88
Royal Engineers, including	88
20 Chinese of 10 Company	2
1st K.O.Y.L.I.	3
Hongkong Volunteers	3
8th Rajputs	3
21st Baluchi Infantry	3

Just before ten o'clock His Excellency the Governor arrived, accompanied by Captain Mitchell-Taylor, A.D.C., and Captain Simson, Private Secretary, and proceeded to the saluting base, where he was joined by Colonel St. John Officer Commanding the Troops, Major Tulloch and his A.D.C. Commodore Eyre and his flag lieutenant, and Major D. MacDonald of the Volunteers. With the arrival of the Governor the troops stood and presented arms, and the band played the first six bars of the National Anthem. On the command of Colonel St. John arms were then ordered.

At 10 p.m. the Union Jack was broken at the masthead, the troops were called to attention, and the guns of the R.G.A. opened in a Royal Salute which shook the buildings in the vicinity, and the echo was borne as another salvo from across the water. At the conclusion of the last of the 21 guns the troops stood arms and gave a Royal Salute, while the band played the National Anthem. Then, on the call of the Officer Commanding, the European troops removed their helmets, and taking their time from him, raised three hearty cheers for the King.

The march-past followed. The different detachments formed fours, and in the order mentioned above, and to the strains of their regimental marches or

RANDOM REFLECTIONS.

The belief that the new moon would bring along better weather conditions was justified after all. The rain did cease on the day when the crescent appeared in the sky, and the return of bright sunshine was appreciated by everybody. Blake Pier is becoming thronged of an evening, as it always is in the good old summer time, which means, of course, that bathing is in full swing. Swimming parties are now finding their way by rail to Taipo, where matsches are being erected on a little stretch of beach.

The bombshell which Mr. W. L. Carter exploded by calling attention to the likelihood of the American flag flying over our new Post Office has shattered our confidence in the wisdom of the Government. Not since the agitation over the "finest site in the Colony" have they done anything or contemplated anything which roused so much opposition as their proposal to let a portion of the New Post Office to the American Consulate. The subject has been freely discussed since Mr. Carter ventilated it in the *Daily Press*, and there seems to be a consensus of opinion that, apart from the unfitness of the whole thing, the fact that more accommodation is provided than can be utilized by Government offices suggests a negligence for which somebody should "get it in the neck."

If the Government is really desirous of seeing the whole building occupied by Government Offices, and would welcome a suggestion on the subject, I would respectfully beg leave to offer two. In the first place I think it very desirable that at least one European Officer of the Post Office should have quarters on the premises. That suggestion, I think, will be very widely endorsed. The second proposal I have to make is that the Shipping Master should be accommodated in the building. Among shipping men it has always been a grievance that they should be compelled to go all the way to the Sailors' Home at West Point, to interview the Shipping Master. In the old days when ships made a stay of several days in port, perhaps the sense of grievance was not so keen as it is in these days when the majority of vessels are here one day and off the next, and though the introduction of trams has provided a means of rapid travel to the Sailors' Home it remains a source of constant annoyance that the Shipping Master should be fixed thereto and his removal to more central quarters would be greatly appreciated. And could n't the Revenue Department also be more suitably housed in the new Post Office building? When you come to look round, it is not a difficult matter to fill up the building with Government departments.

To-morrow the Sanitary Board meet for the first time in their new quarters, the new Post Office building. The rumour that the Sanitary Board is to have a flag is positively denied; so also is the rumour that the Board is to possess an appropriate heraldic shield with crest and Latin motto. In anticipation of such a desire, however, I understand that a local gentleman learned in heraldic lore has designed a pictorial shield and described it fully in the jargon of the laws of heraldry, but I doubt if the "dovics" would secure registration at Heraldic College.

The Legislative Council had a full day on Thursday. There was a full dress debate on that overgrown subject, the military contribution, when the Hon. Mr. Ede attempted to assail the position from a new point, but though he brought much fresh material to bear on the question he had to realize that his attack was just as likely to be unsuccessful as Don Quixote when he tilted at the windmills. Sir Henry Berkeley was no more successful in presenting the case for those who opposed what for short may be called the Condensed Milk Bill. The Council heard all he had to say, and then proceeded to pass the Bill practically in the form to which opposition had been taken. The trade may feel a grievance, but they have doubtless made the most of the time that has elapsed since the Bill was introduced and that will elapse before it comes into operation.

We have always cherished a fondness for dogs as the friend of man, but in Hongkong during the past week one or two canines have been proving themselves to be the friends of the policeman. I don't mean to suggest that a policeman in any less of a man or more of a man because he is a policeman. Still, our members of the Force are exposed to dangers which entitle them to consideration, and the fact that the faithful canine has been on the side of law and order so much this last week would suggest that every policeman should be encouraged to have such a companion on his rounds, especially at night. In three cases dogs assisted in the capture of thieves who were running off, but I remember a few years ago that a constable on the other side of the water owed his life to the pounce of his little terrier. The officer had caught a man red-handed in a certain offence and was taking him to the lock-up when, in some way the man struggled out of his grasp and obtained a hold of his captor which would probably have meant death or serious injury had it continued. The officer was helpless, but he called to his terrier to "go for him." This the dog did with such right good will that he practically tore the clothes off the thief, and sinking his teeth in the man's leg forced him to relax his hold, whereupon the constable was enabled to regain the advantage he had lost and take his prisoner to the station.

Hongkong made rather a sorry show in the interport cricket match at Shanghai. It may be that they lost the game on tactics, in going to the wicket under conditions which were favourable to the bowler, though it seems to be suggested from the facts that they were not strong enough for the combination that was arrayed against them. However, the win of the northern port makes the honours easy between the two places. Seventeen matches have been played between the representatives of both ports. Hongkong has won eight, so has Shanghai, and one match ended in a draw. Though Hongkong's score was very low, it was not so low as it was in 1906, when the two innings only produced 46 and 66, instead of 56 and 93 this year.

I see that Macao is making an effort to remain a seaport. The channel is to be dredged and the seaway kept open. This may be an evidence of "new brooms sweeping clean" and may be regarded as an indication of Republican energy, but notwithstanding the contract which is being arranged there is a good deal of shaking of heads and openly expressed pessimism. No enterprise is expected in Macao in these days.

Perhaps it is due to the gambling atmosphere which has been so long associated with the place, or it may be mere business acumen, but it is suggested from Portuguese sources that the Government of Macao have stipulated that any treasure trove found in the channelling operations is to be handed over to the Government. I have never heard it said that there were any rich argosies under the waters there, though, of course, it may be quite possible that some of the gold-laden galleons founded there in the olden days. But I doubt if the contractors will find as much as the divers have got out of the Spanish galleon lying at the bottom of Tolo Harbour Bay, to work the treasure from which a syndicate has been formed.

The Derby, that classic event of the English turf, had more than ordinary interest for Hongkong this year. I understand that a military officer has derived some financial benefit from a little speculation in paper.

In this connection I am reminded of the story which might have been told of many Hongkong men yesterday morning when they were clearing their pockets after they had been to the Happy Valley the previous day. Two ladies were discussing the habits of their respective husbands, and one expressed her pleasure on learning that her husband indulged a taste for antiquarian research. "He had some pieces of paper, in his hand the other day, and," she added, "when I asked him what they were he replied that they were the relics of a lost race."

RODERICK RANDOM.

CORRESPONDENCE.

THE COLONIAL REVENUE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

3rd June.

DEAR SIR.—The debate on the Military Contribution in the Legislative Council the day before yesterday, like the question touching the revenue and expenditure of this Colony, is of great interest to the taxpayer of this Colony. It is deplorable that the Government, in direct opposition to the public wish, should find it necessary to reject Mr. Ede's motion, as Mr. Pollock pointed out extensive public works are clamouring for execution. As these are necessary, means will have to be found, and, in finding means, will the Government levy fresh taxation?

Judging by the rapid increase of the liquor duty, one must admit that the Government has been most diligent in finding ways to increase the revenue of the Colony. One would therefore think that the Government would exercise the utmost care in order that the fullest benefit might be derived from each source of income. I was very much surprised the other day when I heard that for some past, large tracts of land, rights of foreshore, sea frontage, pier rights, etc., have been granted out privately without the usual procedure of an auction. If that was the case, the Government must have lost considerable income that would otherwise have been derived from Crown lands both in Hongkong and the New Territories. My informant might have been entirely at fault, but I should suggest to the unofficial members of the Legislative Council to ask the Government if private concessions have been granted, and, if so, a list should be published of the concessions showing who the lessees are and what considerations are given for them. I think this is a matter of which every taxpayer should have the fullest knowledge.

Thanking you in anticipation for granting space in your paper to this letter, I remain, Faithfully yours,

WONG KAM FUK.

LOCAL SPORT.

LAWN BOWLS.

KOWLOON v. POLICE.

This league match was played at King's Park on Saturday and resulted in a substantial victory for the visitors, who won on every rink. Scores:

KOWLOON.	FOLICE.
D. Harvey (skip) 13	D. McHardy (skip) 20
J. Crawford (skip) 15	W. Robertson (skip) 24
A. Ramsay (skip) 18	W. Withers (skip) 22
46	66

The Police now lead the league with two matches played and two won.

SATURDAY'S GYMKHANA.

It was probably owing to holiday fixtures that the attendance at Saturday's Gymkhana was not so large as usual, but the turf was fast, the racing good, and those who were present at the second meeting of the Gymkhana Club spent a thoroughly enjoyable afternoon. The weather was warm, but pleasant, and the programme throughout proved an interesting and entertaining one. The cash sweeps and Parimutuel were in full swing and both paid handsome dividends, especially the latter, on account of the surprises which some of the races brought forth. The band of the K.O.Y.L.I. was in attendance, and played an excellent programme of music during the afternoon.

The patrons and committee of the Club are:

Patrons: His Excellency Sir F. J. D. Luard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir A. L. Winslow, R.N., K.C.B., C.V.O., C.M.G.; His Excellency Major-General C. A. Anderson, C.B.; Commodore J. C. Eyres, R.N.

The Stewards of the Hongkong Jockey Club (Ex-Officio): Mr. H. P. White, Capt. Dryer, Messrs. H. J. Gidge, C. H. Ross, C. G. Mackie, G. K. Hall, Bruton and Capt. Agg, K.O.Y.L.I.

Capt. Dryer and Mr. C. G. Mackie—Handicappers.

Capt. Agg—Clerk of the Scales.

Mr. C. H. Ross—Starter.

Capt. Hughes—2nd Starter.

Mr. M. S. Sackson—Time-Keeper.

Mr. R. F. C. Master—Hon. Sec. and Treasurer.

Results of the different events follow:

Five furlongs flat race—For Subscription Griffins of any season which have not won an official race. Weight for inches as per scale. Winners at first gymkhana this season of one race, 7 lbs., of two or more 10 lbs. extra. Jockeys who have won more than 3 Official Races in Hongkong, Shanghai or Tianjin penalised 5 lbs. Entrance fee \$5. 1st prize: Presented. 2nd prize: \$25. (Entrance fees to go to winner.)

Time—1.35 2/5.

Mr. Duddell's Dorendo II, 161 lbs (Mr. Seth) 1
Mr. Cymru's Dylluan, 149 lbs (Mr. Klimanek) 2
Mr. Velox's Greyback, 122 lbs, (Mr. Ayer) 3
Mr. Ellis' Kadoorie's Serria Chief, 155 lbs (Mr. David) 0
Mr. W. M. Withycombe's Ben Hoo, 155 lbs 0
Capt. Hughes' Tickey, 151 lbs (Mr. Jervois) 0
Mr. Bruton's Bantam, 151 lbs (Mr. Kremer) 0
Mr. S. Forrest's Anchored, 145 lbs 0
Messrs. Lowe and Hickman's Konzi, 142 lbs (Mr. Booth) 0

THE BRITISH SCHOOLS OF HONGKONG.

The Director of Education (Mr. F. A. Irving) in the course of his Report for the year 1910 makes the following reference to the British Schools:—

The average attendance at the two schools combined was 78 (80 in 1909). The average cost for each unit of average attendance was \$93.62 (\$151.14 in 1909). In my last report I drew attention to the very heavy cost of these schools. Since then a reduction of staff has been made upon my recommendation, which has brought about economy without loss of efficiency. At the Kowloon School, where the decision was made no longer to admit big boys, the necessity of having a headmaster disappeared. This School is now in charge of Mrs. Main. At the Christmas examinations there were only five girls in the upper school, including an infant class, there were forty, of whom twelve were five years of age and under. The children turn out extremely neat work. Special attention is paid to subjects which help to make them observant and neat-handed. Physical exercises are taken daily.

Violoria School.—In the interests of economy an endeavour was made to conduct the school without a headmaster. But it was found that a man's authority was needed for the big boys. Mr. Harlow, supervisor, acted as head from September till nearly the end of the year, when Mr. Cox, appointed from Home, took up his duties. The unfortunate boys in the upper school have served under six headmasters, acting or substantive, in the past three years. It is to be hoped that something approaching permanency has been arrived at. This school prepares English boys to take their place in the service of the Colony, whether in the Government or private employ, and it is highly important that it should succeed in turning them out capable to meet the competition of English-speaking Chinese. I feel some confidence that as now organised it will do so successfully.

PARI-MUTUEL.

Winner 8 64.50

CASH SWEEP.

1 Ticket No. 89 \$535.50

2 " 156 " 15.00

3 " 159 " 76.50

Ladies' Nomination. Half Mile Flat Race. For China Ponies. Subscription Griffins of the season 1910-11 and all loud side Ponies. Catch weights. Ponies to be nominated by a

Mr. H. P. White's Tralee, nominated by

Mr. H. Humphrey's Seaweed, (Mr. David) 1

Mr. Cymru's Jack Spraggon, nominated by

Mr. Gilpin's Mustard, nominated by

Mrs. Shollin (Mr. Williams) 3

Tralee sprang into the lead at the fall of the flag, being followed by Jack Spraggon, while Mustard was in close attendance. Jack Spraggon drew level with the leader nearing the village, but fell back to second place as the straight was approached. Tralee had a good lead in the home run and won by several lengths. Mustard made a strenuous effort to get into second place, but was beaten by Jack Spraggon on the post.

Time—1.02.

PARI-MUTUEL.

Winner 86.63

CASH SWEEP.

1 Ticket No. 39 8535.50

2 " 44 " 153

3 " 88 " 76.50

One and a Quarter Miles Flat Race. Handicap.

For all China Ponies. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tianjin penalised 5 lbs. Entrance fee \$25. First Prize: Presented. 2nd Prize: \$25. (Entrance fees to go to winner.)

Mr. O. K. Mombasa, 159 lbs ...

(Mr. Klimanek) 1

Mr. Ellis' Kadoorie's Arcadian Chief, 154 lbs (Mr. Seth) 2

Mr. D. M. Ross' Tombhawk, 153, 5lb penalty (Mr. Gagg) 0

Mr. Hickman's Kerry, 142 lbs (Mr. Mackie) 0

Mr. Bruton's Odcombe, 154 lbs (Mr. Kremer) 0

Mr. C. J. Trowell, 147 lbs (Mr. Master) 0

Mr. Bruton's Bantam, 147 lbs (Mr. Jervois) 0

Mr. T. S. Forrest's Alacrity, 146 lbs (Mr. Booth) 0

Mr. O. K. M. Donau, 145 lbs (Mr. David) 0

Mr. James' Christmas Tree, 140 lbs ...

(Mr. Monk) 0

With the fall of the flag the field went off in a bunch, Bantam and Alacrity being in the van for the first time past the grandstand. Passing Bowrington the field opened out and Kerry took the lead, but was challenged by Bantam. At the football stand Mombasa went to the front and maintained his lead until the end of the race, winning by a couple of lengths. Arcadian Chief and Tombhawk drew to the fore in the home run, the former taking second and the latter third place.

Time—2 mins. 50 secs.

PARI-MUTUEL.

Winner 881.40

CASH SWEEP.

1 Ticket No. 193 8630

2 " 26 " 180

3 " 120 " 90

STORIES OF A FAMOUS ART DEALER.

One of the best of the stories told of the late Mr. Chas. Wertheimer, who recently died in London, is that relating to his purchase of a vase for nearly £200.00 for the sake of a single China vase which it contained. Walking in Brighton he chanced to look in at an open antique China ware. He practised eye immediately saw its value. To offer the owner a sum of money for it would have been to put him on his guard at once. He had a better plan. Hurrying to the nearest post-office Mr. Wertheimer rang the bell, and asked for Mr. X., giving the name of "Mr. Hamilton." His own name was too well known. He was shown into the study—the room containing the vase, on which, of course, he never allowed his eye to rest. "Mr. Hamilton" explained that he was looking for a modest house in Brighton and had taken a fancy to this one. "Would the gentleman entertain an offer for the place as it stood—'lock, stock, and barrel'?" The owner hesitated. "If your offer is reasonable," interrupted Mr. Hamilton, "I will give you an extra thousand." "Call to-morrow at 10.30, then," replied the owner. "Mr. Hamilton" did, and found him prepared to accept £18,000 for the 22 years unexpired term and the contents of the residence. Mr. Wertheimer paid this, with the extra £,000 promised. He afterwards sold the vase for £35,000.

Mr. Wertheimer used to tell a story against himself with great glee. The founder of the house, his father Simson, fearless of appearances, had the comfortable habit of taking off the door of his shop in his shirt-sleeves. Mr. Chas. Wertheimer bought his father's handsome fur coat, for which he paid £200. The stern parent would not wear the garment till he knew its price. "One hundred pounds," said Charles, knowing the bargain word applied to Simson. The latter wore it for a week, and then to his son's horror, was seen in his shirt-sleeves.

"My

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 53. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Editor.

NEW ADVERTISEMENTS



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of June, 1911, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

[789]

PARTICULARS OF THE LOT.

Lot No.	Section No.	Area in Hectares	Boundary Measurements	Annual Rent	Per cent.
1	1	1.00	100' x 100' Kennedy Rd.	100	100
2	2	1.00	100' x 100' Kennedy Rd.	100	100
3	3	1.00	100' x 100' Kennedy Rd.	100	100
4	4	1.00	100' x 100' Kennedy Rd.	100	100
5	5	1.00	100' x 100' Kennedy Rd.	100	100
6	6	1.00	100' x 100' Kennedy Rd.	100	100
7	7	1.00	100' x 100' Kennedy Rd.	100	100
8	8	1.00	100' x 100' Kennedy Rd.	100	100
9	9	1.00	100' x 100' Kennedy Rd.	100	100
10	10	1.00	100' x 100' Kennedy Rd.	100	100
11	11	1.00	100' x 100' Kennedy Rd.	100	100
12	12	1.00	100' x 100' Kennedy Rd.	100	100
13	13	1.00	100' x 100' Kennedy Rd.	100	100
14	14	1.00	100' x 100' Kennedy Rd.	100	100
15	15	1.00	100' x 100' Kennedy Rd.	100	100
16	16	1.00	100' x 100' Kennedy Rd.	100	100
17	17	1.00	100' x 100' Kennedy Rd.	100	100
18	18	1.00	100' x 100' Kennedy Rd.	100	100
19	19	1.00	100' x 100' Kennedy Rd.	100	100
20	20	1.00	100' x 100' Kennedy Rd.	100	100
21	21	1.00	100' x 100' Kennedy Rd.	100	100
22	22	1.00	100' x 100' Kennedy Rd.	100	100
23	23	1.00	100' x 100' Kennedy Rd.	100	100
24	24	1.00	100' x 100' Kennedy Rd.	100	100
25	25	1.00	100' x 100' Kennedy Rd.	100	100
26	26	1.00	100' x 100' Kennedy Rd.	100	100
27	27	1.00	100' x 100' Kennedy Rd.	100	100
28	28	1.00	100' x 100' Kennedy Rd.	100	100
29	29	1.00	100' x 100' Kennedy Rd.	100	100
30	30	1.00	100' x 100' Kennedy Rd.	100	100
31	31	1.00	100' x 100' Kennedy Rd.	100	100
32	32	1.00	100' x 100' Kennedy Rd.	100	100
33	33	1.00	100' x 100' Kennedy Rd.	100	100
34	34	1.00	100' x 100' Kennedy Rd.	100	100
35	35	1.00	100' x 100' Kennedy Rd.	100	100
36	36	1.00	100' x 100' Kennedy Rd.	100	100
37	37	1.00	100' x 100' Kennedy Rd.	100	100
38	38	1.00	100' x 100' Kennedy Rd.	100	100
39	39	1.00	100' x 100' Kennedy Rd.	100	100
40	40	1.00	100' x 100' Kennedy Rd.	100	100
41	41	1.00	100' x 100' Kennedy Rd.	100	100
42	42	1.00	100' x 100' Kennedy Rd.	100	100
43	43	1.00	100' x 100' Kennedy Rd.	100	100
44	44	1.00	100' x 100' Kennedy Rd.	100	100
45	45	1.00	100' x 100' Kennedy Rd.	100	100
46	46	1.00	100' x 100' Kennedy Rd.	100	100
47	47	1.00	100' x 100' Kennedy Rd.	100	100
48	48	1.00	100' x 100' Kennedy Rd.	100	100
49	49	1.00	100' x 100' Kennedy Rd.	100	100
50	50	1.00	100' x 100' Kennedy Rd.	100	100
51	51	1.00	100' x 100' Kennedy Rd.	100	100
52	52	1.00	100' x 100' Kennedy Rd.	100	100
53	53	1.00	100' x 100' Kennedy Rd.	100	100
54	54	1.00	100' x 100' Kennedy Rd.	100	100
55	55	1.00	100' x 100' Kennedy Rd.	100	100
56	56	1.00	100' x 100' Kennedy Rd.	100	100
57	57	1.00	100' x 100' Kennedy Rd.	100	100
58	58	1.00	100' x 100' Kennedy Rd.	100	100
59	59	1.00	100' x 100' Kennedy Rd.	100	100
60	60	1.00	100' x 100' Kennedy Rd.	100	100
61	61	1.00	100' x 100' Kennedy Rd.	100	100
62	62	1.00	100' x 100' Kennedy Rd.	100	100
63	63	1.00	100' x 100' Kennedy Rd.	100	100
64	64	1.00	100' x 100' Kennedy Rd.	100	100
65	65	1.00	100' x 100' Kennedy Rd.	100	100
66	66	1.00	100' x 100' Kennedy Rd.	100	100
67	67	1.00	100' x 100' Kennedy Rd.	100	100
68	68	1.00	100' x 100' Kennedy Rd.	100	100
69	69	1.00	100' x 100' Kennedy Rd.	100	100
70	70	1.00	100' x 100' Kennedy Rd.	100	100
71	71	1.00	100' x 100' Kennedy Rd.	100	100
72	72	1.00	100' x 100' Kennedy Rd.	100	100
73	73	1.00	100' x 100' Kennedy Rd.	100	100
74	74	1.00	100' x 100' Kennedy Rd.	100	100
75	75	1.00	100' x 100' Kennedy Rd.	100	100
76	76	1.00	100' x 100' Kennedy Rd.	100	100
77	77	1.00	100' x 100' Kennedy Rd.	100	100
78	78	1.00	100' x 100' Kennedy Rd.	100	100
79	79	1.00	100' x 100' Kennedy Rd.	100	100
80	80	1.00	100' x 100' Kennedy Rd.	100	100
81	81	1.00	100' x 100' Kennedy Rd.	100	100
82	82	1.00	100' x 100' Kennedy Rd.	100	100
83	83	1.00	100' x 100' Kennedy Rd.	100	100
84	84	1.00	100' x 100' Kennedy Rd.	100	100
85	85	1.00	100' x 100' Kennedy Rd.	100	100
86	86	1.00	100' x 100' Kennedy Rd.	100	100
87	87	1.00	100' x 100' Kennedy Rd.	100	100
88	88	1.00	100' x 100' Kennedy Rd.	100	100
89	89	1.00	100' x 100' Kennedy Rd.	100	100
90	90	1.00	100' x 100' Kennedy Rd.	100	100
91	91	1.00	100' x 100' Kennedy Rd.	100	100
92	92	1.00	100' x 100' Kennedy Rd.	100	100
93	93	1.00	100' x 100' Kennedy Rd.	100	100
94	94	1.00	100' x 100' Kennedy Rd.	100	100
95	95	1.00	100' x 100' Kennedy Rd.	100	100
96	96	1.00	100' x 100' Kennedy Rd.	100	100
97	97	1.00	100' x 100' Kennedy Rd.	100	100
98	98	1.00	100' x 100' Kennedy Rd.	100	100
99	99	1.00	100' x 100' Kennedy Rd.	100	100
100	100	1.00	100' x 100' Kennedy Rd.	100	100
101	101	1.00	100' x 100' Kennedy Rd.	100	100
102	102	1.00	100' x 100' Kennedy Rd.	100	100
103	103	1.00	100' x 100' Kennedy Rd.	100	100
104	104	1.00	100' x 100' Kennedy Rd.	100	100
105	105	1.00	100' x 100' Kennedy Rd.	100	100
106	106	1.00	100' x 100' Kennedy Rd.	100	100
107	107	1.00	100' x 100' Kennedy Rd.	100	100
108	108	1.00	100' x 100' Kennedy Rd.	100	100
109	109	1.00	100' x 100' Kennedy Rd.	100	100
110	110	1.00	100' x 100' Kennedy Rd.	100	100
111	111	1.00	100' x 100' Kennedy Rd.	100	100
112	112	1.00	100' x 100' Kennedy Rd.	100	100
113	113	1.00	100' x 100' Kennedy Rd.	100	100
114	114	1.00</			

INTIMATIONS

Do you know—
The REMINGTON TYPEWRITER was the first Typewriter.
That all recent progress in Typewriters is REMINGTON
PROGRESS?
A leadership unbroken since the invention of the writing machine.

SIEMSSEN & Co.,
SOLE AGENTS
FOR
HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.

[533-13]



ON SALE.

THE DIRECTORY
AND
CHRONICLE 1911.FOR
China, Japan, Corea, Indo-
China Siam, Straits Settle-
ments, Malay States,
Netherlands India,
Philippines, Borneo, etc.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefixed a DESCRIPTION, carefully revised each year, most of which will serve as needed GUIDES FOR THE TRAVELLER giving every detail as will be found in the places themselves. History, Topography, etc., &c. The Information in these Descriptions consists of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, which will alone suffice to fill a large volume.

Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,832, \$10.00. Directory only, pp. 1,382, \$8.00.

The Directories and Descriptions are of

CHINA	
Peking	Soochow
Tientsin	Chinkiang
Pekin	Nanking
Chinwangtung	Wuhu
Antung	Hankow
Manchurian	Yochow
Trade Centers	Shasi
Newchwang	Ichang
Taiwan	Chungking
Port Arthur	Hankow
Chefoo	Ningpo
Weihsien	Wenchow
Kiaochau	Santa
Tsinanfu	Foochow
Mukden	Amoy
Shanghai	Swatow

JAPAN AND FORMOSA

Tokyo	Osaka	Kesling
Yokohama	Moji	Tanmanfu
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonosaki	Tamsui	

EASTERN SIBERIA

Vladivostock	Nicolejewsk
Chosen	Wonsan
Chemulpo	Fusan
Kunsan	Pingyang
HONGKONG AND ITS DEPENDENCIES.	Songhain

MACAO, FRENCH INDO-CHINA:

Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Province	Quinhon	Cambridge
PHILIPPINES	Iloilo	Cebu
Borneo	British N. Borneo	

BANGKOK

Straits Settlements	Singapore	Penang, Malacca, Prov. Wellesley
Malay States	Sungai Ujong	Selangor
Johore	Jelutong	
Pahang	Perak	

NETHERLANDS INDIA

Batavia	Samarang	Padang
Buitenzorg	Sourabaya	Macassar
East Coast of Sumatra		
NAVAL SQUADRONS		
British	German	Austrian
French	Japanese	United States
		Siamese

OFFICES OF COAST AND RIVER STEAMERS		
The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.		
The Directories in the 1911 Edition are the CLASSIFIED LISTS OF TRADES and PROFESSIONS at the larger Commercial Centers.		
The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains the names of over 20,000 FOREIGNERS.		
carefully arranged, with the Initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.		

THE MAPS AND PLANS have been engraved, so one of the most eminent firms in Great Britain are corrected and brought up to date. They consist this year of the following—

COLLECTED PLATE OF FLAGS OF FOREIGN HONG KONG MAP OF THE FAR EAST

MAP OF YOKOHAMA

MAP OF KOREA AND HOKKO

MAP OF PEGUAN SETTLEMENTS, TAIWAN

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Waihwei.

Astrea, 2nd class cruiser, 4,550 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Shanghai.

Atlas, admiralty tng, 615 tons, 1,400 h.p., Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Hongkong.

Bromart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, 1,400 h.p., Comdr. H. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, 1,400 h.p., Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, 1,400 h.p., Comdr. H. B. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Moore, Waihwei.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Waihwei.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 5,300 h.p., Lt. Comdr. M. B. R. Blackwood, Waihwei.

Kent, armoured cruiser, 9,800 tons, 1,400 h.p., Captain L. E. Power, M.V.O. Waihwei.

Moorsom, river gunboat, 180 tons, 2 guns, 1,400 h.p., Lieut.-Comdr. G. P. Leith, Hongkong.

Newcastle, 2nd class cruiser, 4,000 tons, turbine, Captain George P. E. Hunt, D.S.O., en route to Hongkong and Singapore.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hillenbrand-Woodward, R.N., Yangtze.

Osprey, river gunboat, 85 tons, 2 guns, 1,400 h.p., Lieut.-Comdr. Maurice B. Leslie, Yangtze.

Phoebe, river gunboat, 85 tons, 2 guns, 1,400 h.p., Lt.-Comdr. Cosmo A. O. Douglas, Hongkong.

Princess Royal, gunboat, 305 tons, 1,400 h.p., Gunner E. J. Trillo, R.N., Hongkong.

Golden Hope, gunboat, 180 tons, 2 guns, 1,400 h.p., Lieut.-Comdr. R. N. Southby, West River.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Lambo, Waihwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. Southby, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo-boat destroyer, 385 tons, 1,400 h.p., Gunner E. J. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyles, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut.-Comdr. R. J. Bicham, Yangtze.

Thistlegorm, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. B. Hillis-Hamilton, Hongkong.

Vigilante, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. Harold D. Adair-Hall, Waihwei.

Watervitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. R. L. Hancock, en route to Singapore.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Waihwei.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. R. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Yangtze.

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Tientsin, 1858; Tarif Agreement and Rules, 1858; Convention of Customs, Sankt-Petersburg, 1859—Cleef, 1876, with Additional Article; Opium Convention, 1859; Chungking Convention, 1891; Tibet, Sikkim Convention, 1899; Burmese Convention, 1897; Kowloon Extension, 1898; Weihsien, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1883; Conventions, 1888, 1887 and 1895; Frontier Trade Regulations, United States—Tientsin, 1858; Additional, 1868; Peking, 1860; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kinmen Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonosaki, 1895; Liuchung Convention, 1895; Commercial, 1896; New Port, Supplementary Commercial, 1903; Russia—St. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1898; Commercial Treaty, 1904.

FINAL PROTOCOL made between China and Elerea, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United States, Extradition Treaty, 1895; Great Britain (Alliance) 1905; Russia (Treaty) 1905.

TREATIES WITH COREA

Japan, 1878; Japan Supplementary, 1886; Japan, 1894 and 1903; United States, 1882; Great Britain, 1895.

Japan—Tientsin, 1886; Convention, 1888; Japan, 1894 and 1903; Russia, 1899.

Japan—Tientsin, 1886; Convention, 1888; Japan, 1894 and 1903; Russia, 1899.

Japan—Tientsin, 1886; Convention, 188

FORMOSAN SUGAR.

AN INTERESTING CONTROVERSY.

Two interesting letters have appeared in recent issues of the *Economist* dealing with the position of foreign sugar interests in Formosa. The first letter from Mr. H. W. Arthur was published in the *Economist* of the 25th March, and is as follows:—

Sir.—My attention has been called to the letter by Mr. Robert Young (Editor of the *Japan Chronicle*), under the heading "The Japanese Government and Foreign Enterprise," in your column of January 23rd, in which he deals with my defence of the attitude of the Japanese Government towards foreigners engaged in the sugar and tea industries in Formosa.

It is very evident that Mr. Young has never visited the island of Formosa, and has relied on second-hand and unverifiable information for his writings on the subject.

In referring to the two British-owned sugar mills, namely, The Formosa Sugar and Development Company, Limited and Messrs. Bain & Co.'s Hozan Mills, he says: "I must confess that I have never heard of the former, but the latter is a well-known undertaking, which, as the firm was established in the Chinese era, could not well have been refused the grant of an monopoly district without directly exposing the Japanese to a charge of discrimination. In reply, Mr. Arthur says that the Formosa Sugar and Development Company, Limited, was registered on July 18, 1908, and that its first annual report was issued before Bain & Co.'s Hozan Mill was in existence. He also says that in order to put the company on a footing of equality with Japanese factories the Diet in Japan passed a special law, by which the company's scrip is accepted by the Government as security for the payment of the sugar-consumption tax in Formosa. By implication, therefore, Mr. Arthur's argument is that an another British company unconnected with Messrs. Bain & Co. has been granted the same privileges as Japanese companies in the island, no charge of discrimination can be valid.

I am afraid that in employing this argument Mr. Arthur is somewhat disingenuous. Since writing my previous letter I have made inquiries concerning the Formosa Sugar and Development Company, Limited. As a result, I find that the capital of this company is principally held by Bain & Company's mill, so-called, at Hozan, and that the two mills are, to all intents and purposes, undertakings carried on by Bain & Company. Thus the distinction between these two companies, upon which Mr. Arthur lays so much stress, is no distinction at all. Furthermore, I learn that Mr. H. W. Arthur was, and presumably still is, a partner in Bain & Company, so that these facts must have been perfectly well known to him.

As to the special law to which he refers, I find that two or three years ago a Bill was passed, or an amendment inserted in an already existing law, authorising the deposit of scrip of foreign companies as security for payment of consumption tax—a course which could scarcely have been avoided once permission had been given for the formation of the two companies of Messrs. Bain & Company in Formosa.

It may interest Mr. Young and your readers to learn that the Formosa Sugar and Development Company, Limited, was registered on January 18th, 1908, and that its first annual report and account for the year ended June 30th, 1909, were issued before ever Bain & Co.'s Hozan Mill was in existence. The latter mill was, in fact, only completed in January 1910.

In refutation of Mr. Young's ill-advised statement as to the antagonism of the Formosa Government-General towards foreign enterprise in the island, and as illustrating the perfectly correct and friendly attitude towards the Formosa Sugar and Development Company, Limited, I may as well mention the following facts:—

1. When the Formosa Sugar and Development Company, Limited, was about to be floated, a letter was obtained from the then Civil Administrator of Formosa to the effect that the company would receive the same treatment as any Japanese company in Formosa.

2. In order to put the company on a footing of equality with the Japanese factories in the island, the Diet in Japan passed a special law, by which the company's scrip is accepted by the Government as security for the payment of the sugar-consumption tax in Formosa.

3. No foreign scrip whatsoever with the exception of Government bonds have ever been accepted.

4. The company's scrip was originally accepted by the Government at 80 per cent. of face value.

5. It has this year been gazetted that they are now taken at 90 per cent. of face value.

6. That the company has never in any way been discriminated against by the Japanese Government, but has received just treatment as promised by the Civil Administrator.

It is better proof wanted that British enterprise is welcomed in Formosa?

If the fact of the facts just mentioned, it is ridiculous to charge the Japanese Government with discrimination.

As to the threats being taken by the Japanese in the tea industry, I need only say that they are on a par with those applied to the development of the sugar industry.

The British and Americans interested in the tea trade cannot claim to have a monopoly of it, nor to the way in which should it be conducted, and there is certainly nothing in the treaties to prevent the Japanese from adopting progressive methods in the industry, nor to look for new markets.

If the British and American merchants feel that the trade, as at present conducted, cannot prevail against modern methods which, by the way, are practised by our own planters in India, it is for them to fall in with the Japanese methods, as has been successfully done in the sugar industry, and apply to the Formosa Government-General for suitable allotments of land to be applied to the cultivation of the tea plant, and such other assistance as has been given to the Japanese tea company. Until this has been asked for, and been refused, it is premature to complain of discrimination.

Most of the British and American tea firms now doing business in Formosa were established in the Chinese era, and, to quote Mr. Young's own words, "the Japanese could not well refuse an application for a monopoly district in this case without exposing themselves to a charge of discrimination." Yours faithfully,

H. W. ARTHUR.

S.S. Kamo Maru, Port Said.

February 16th, 1911.

The following reply by Mr. Young appeared in the *Economist* of April 1st:—

Sir.—Some weeks ago the *Economist* inserted a letter from Mr. H. W. Arthur, of Formosa, traversing certain statements made by your Yokohama correspondent in criticism of the attitude taken up by the Japanese Government towards foreign enterprise in Formosa. Mr. Arthur not only defended the extraordinary methods by which the sugar industry in Formosa has been forced into an unhealthy activity, and which has had the effect of more than doubling the cost of sugar to Japanese consumers, and decreasing its consumption from 13 kin to 10 kin per head, but he expressed approval of the application of such methods to the tea industry. He furthermore adduced two cases in which sugar mills had been established by foreigners, and granted the same privileges as to bounty and protection enjoyed by Japanese, as evidence that foreigners could enjoy the benefits of the protective system. One of these undertakings, according to Mr. Arthur, was the Formosa Sugar and Development Company, Limited, and the other Messrs. Bain & Co.'s Hozan Mill.

I ventured to intervene in the discussion, particularly with reference to the tea industry, and gave some details of the policy adopted by the Japanese Government in granting lands and subsidies and guaranteeing payment of interest on capital to a new Japanese company. The result of which would inevitably lead to the drive out the British and American merchants from the trade they had built up. In a rejoinder which appears in the *Economist* of March 25th I observe that Mr. Arthur makes no attempt to controvert the facts stated with regard to the discrimination against foreigners in the Formosa tea industry which have recently been made the subject of diplomatic protest, though he seems to believe that it would be possible for foreigners to obtain, for the asking, a free lease of Government plantation, just as in the case of the Japanese company mentioned. As there is only one such plantation

and tea factory, upon which the Government is reported to have spent Y150,000, and which is now granted to this Japanese company on a free lease, it is difficult to see how this could be done. Without dwelling on this point, however, a word may be said regarding the two sugar undertakings in foreign hands adduced by Mr. Arthur as showing that the Government extends the same privileges to foreigners as to Japanese in the matter of grants, monopolies and subsidies. In my last letter I remarked that while the Formosa Sugar and Development Company was unknown to me by that name, Messrs. Bain & Co.'s sugar mill at Hozan was a well-known undertaking, which, as the firm was established in the Chinese era, could not well have been refused the grant of an monopoly district without directly exposing the Japanese to a charge of discrimination. In reply, Mr. Arthur says that the Formosa Sugar and Development Company, Limited, was registered on July 18, 1908, and that its first annual report was issued before Bain & Co.'s Hozan Mill was in existence. He also says that in order to put the company on a footing of equality with Japanese factories the Diet in Japan passed a special law, by which the company's scrip is accepted by the Government as security for the payment of the sugar-consumption tax in Formosa. By implication, therefore, Mr. Arthur's argument is that an another British company unconnected with Messrs. Bain & Co. has been granted the same privileges as Japanese companies in the island, no charge of discrimination can be valid.

It is very evident that Mr. Young has never visited the island of Formosa, and has relied on second-hand and unverifiable information for his writings on the subject.

In referring to the two British-owned sugar mills, namely, The Formosa Sugar and Development Company, Limited and Messrs. Bain & Co.'s Hozan Mill, he says: "I must confess that I have never heard of the former, but the latter is a well-known undertaking, which, as the firm was established in the Chinese era, could not well have been refused the grant of an monopoly district without directly exposing the Japanese to a charge of discrimination. In reply, Mr. Arthur says that the Formosa Sugar and Development Company, Limited, was registered on July 18, 1908, and that its first annual report was issued before Bain & Co.'s Hozan Mill was in existence. He also says that in order to put the company on a footing of equality with Japanese factories the Diet in Japan passed a special law, by which the company's scrip is accepted by the Government as security for the payment of the sugar-consumption tax in Formosa. By implication, therefore, Mr. Arthur's argument is that an another British company unconnected with Messrs. Bain & Co. has been granted the same privileges as Japanese companies in the island, no charge of discrimination can be valid.

I am afraid that in employing this argument Mr. Arthur is somewhat disingenuous. Since writing my previous letter I have made inquiries concerning the Formosa Sugar and Development Company, Limited. As a result, I find that the capital of this company is principally held by Bain & Company's mill, so-called, at Hozan, and that the two mills are, to all intents and purposes, undertakings carried on by Bain & Company. Thus the distinction between these two companies, upon which Mr. Arthur lays so much stress, is no distinction at all. Furthermore, I learn that Mr. H. W. Arthur was, and presumably still is, a partner in Bain & Company, so that these facts must have been perfectly well known to him.

As to the special law to which he refers, I find that two or three years ago a Bill was passed, or an amendment inserted in an already existing law, authorising the deposit of scrip of foreign companies as security for payment of consumption tax—a course which could scarcely have been avoided once permission had been given for the formation of the two companies of Messrs. Bain & Company in Formosa.

It may interest Mr. Young and your readers to learn that the Formosa Sugar and Development Company, Limited, was registered on January 18th, 1908, and that its first annual report and account for the year ended June 30th, 1909, were issued before ever Bain & Co.'s Hozan Mill was in existence. The latter mill was, in fact, only completed in January 1910.

In refutation of Mr. Young's ill-advised statement as to the antagonism of the Formosa Government-General towards foreign enterprise in the island, and as illustrating the perfectly correct and friendly attitude towards the Formosa Sugar and Development Company, Limited, I may as well mention the following facts:—

1. When the Formosa Sugar and Development Company, Limited, was about to be floated, a letter was obtained from the then Civil Administrator of Formosa to the effect that the company would receive the same treatment as any Japanese company in Formosa.

2. In order to put the company on a footing of equality with the Japanese factories in the island, the Diet in Japan passed a special law, by which the company's scrip is accepted by the Government as security for the payment of the sugar-consumption tax in Formosa.

3. No foreign scrip whatsoever with the exception of Government bonds have ever been accepted.

4. The company's scrip was originally accepted by the Government at 80 per cent. of face value.

5. It has this year been gazetted that they are now taken at 90 per cent. of face value.

6. That the company has never in any way been discriminated against by the Japanese Government, but has received just treatment as promised by the Civil Administrator.

It is better proof wanted that British enterprise is welcomed in Formosa?

If the fact of the facts just mentioned, it is ridiculous to charge the Japanese Government with discrimination.

As to the threats being taken by the Japanese in the tea industry, I need only say that they are on a par with those applied to the development of the sugar industry.

The British and Americans interested in the tea trade cannot claim to have a monopoly of it, nor to the way in which should it be conducted, and there is certainly nothing in the treaties to prevent the Japanese from adopting progressive methods in the industry, nor to look for new markets.

If the British and American merchants feel that the trade, as at present conducted, cannot prevail against modern methods which, by the way, are practised by our own planters in India, it is for them to fall in with the Japanese methods, as has been successfully done in the sugar industry, and apply to the Formosa Government-General for suitable allotments of land to be applied to the cultivation of the tea plant, and such other assistance as has been given to the Japanese tea company. Until this has been asked for, and been refused, it is premature to complain of discrimination.

Most of the British and American tea firms now doing business in Formosa were established in the Chinese era, and, to quote Mr. Young's own words, "the Japanese could not well refuse an application for a monopoly district in this case without exposing themselves to a charge of discrimination." Yours faithfully,

H. W. ARTHUR.

S.S. Kamo Maru, Port Said.

February 16th, 1911.

The following reply by Mr. Young appeared in the *Economist* of April 1st:—

Sir.—Some weeks ago the *Economist* inserted a letter from Mr. H. W. Arthur, of Formosa, traversing certain statements made by your Yokohama correspondent in criticism of the attitude taken up by the Japanese Government towards foreign enterprise in Formosa. Mr. Arthur not only defended the extraordinary methods by which the sugar industry in Formosa has been forced into an unhealthy activity, and which has had the effect of more than doubling the cost of sugar to Japanese consumers, and decreasing its consumption from 13 kin to 10 kin per head, but he expressed approval of the application of such methods to the tea industry. He furthermore adduced two cases in which sugar mills had been established by foreigners, and granted the same privileges as to bounty and protection enjoyed by Japanese, as evidence that foreigners could enjoy the benefits of the protective system. One of these undertakings, according to Mr. Arthur, was the Formosa Sugar and Development Company, Limited, and the other Messrs. Bain & Co.'s Hozan Mill.

I ventured to intervene in the discussion, particularly with reference to the tea industry, and gave some details of the policy adopted by the Japanese Government in granting lands and subsidies and guaranteeing payment of interest on capital to a new Japanese company. The result of which would inevitably lead to the drive out the British and American merchants from the trade they had built up. In a rejoinder which appears in the *Economist* of March 25th I observe that Mr. Arthur makes no attempt to controvert the facts stated with regard to the discrimination against foreigners in the Formosa tea industry which have recently been made the subject of diplomatic protest, though he seems to believe that it would be possible for foreigners to obtain, for the asking, a free lease of Government plantation, just as in the case of the Japanese company mentioned. As there is only one such plantation

BY ROYAL WARRANT

JOHN BEGG'S
SCOTCH WHISKY.
DADY BURJOR & CO.
7, QUEEN'S ROAD CENTRAL,
HONGKONG.
TELEPHONE NO. 665.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. H. Adam Dr. Spencer Hough
Mr. J. L. Andrew Mr. E. Innes
Mr. P. Barndt Mr. A. Jacobs
Mr. Beckwold Mr. R. M. Joseph
Mr. F. Bonnet Mr. E. C. Julian
Mr. S. M. Brown Mr. & Mrs. S. Kadocie
Mr. P. F. Chilvers Mr. Kest
Mr. D. E. Clark Mrs. Lampson
Mr. W. E. Clarke Mr. H. J. Logan
Mr. H. L. Condon Mr. Lowe
Mr. C. D. Cuthbert Mr. O. Lyon
Mr. N. K. Davidson Mr. J. Marriott
Mr. W. C. Drew Mr. E. V. Mitchelmore
Mr. E. J. W. Eames Mr. & Mrs. A. B. Moulder
Mr. W. A. Edgar Mr. W. North
Mr. and Mrs. H. C. Ehrhardt Mr. E. H. Nys
Mr. F. E. Elverton Mr. V. Oestengel
Mr. F. E. Evans Misses Pfeiffer
Mr. G. Fisher Mr. E. Pond
Mr. J. F. Fletcher Mr. W. T. Prichard
Mr. G. F. Fletcher Mr. E. H. Ross
Mr. H. G. Garrow Mr. D. S. Robinson
Mr. V. Gooboura Mr. E. Sacho
Mr. N. Gonzalez Mr. H. H. Solomon
Mr. F. Gonzalez Mr. H. W. Spalding
Capt. T. P. Hall Mr. J. Spittles
Mr. J. C. Hamilton Miss W. Square
Mr. G. Harrison Lt. & Mrs. C. E. Stainer
Mr. J. W. Hayton Mr. J. W. Stayton
Mr. T. F. House Mr. M. L. Thompson
Miss A. U. Herring Mr. G. Wehrs

KING EDWARD HOTEL.

Mr. T. Auld Mr. E. S. Kabel
Capt. Thos Arthur Mr. John Lennox
Dr. Bellis Mr. Miss Lepre
Mr. M. P. Beattie Mr. H. E. Linnett
Miss Brant Mr. G. W. McEwen
Mr. and Mrs. H. E. Bridger & Son Mr. McHenry
Mr. W. T. Bryant Capt. & Mrs. McLeese
Dr. George Van Corte Mr. A. P. Nobbs
Mr. G. W. Dohua Mr. P. Parker
Mr. E. E. Elverton Mr. P. Pease
Miss M. Gaines Mr. H. Poeran
Mr. H. George Mr. J. Peeling
Mr. T. A. Goldsmith Mr. S. B. Ray
Mr. J. Gordon Dr. Schurz
Mr. A. Granda Dr. Shmitt
Mr. A. Harper Mr. E. Smith
Mr. D. H. Hoag Mr. J. N. Varnia
Mr. H. H. Hoddle Miss M. S. Wilson

GRAND HOTEL.

Mr. & Mrs. A. B. Crow Mr. K. Offer
Commiss. and Mrs. H. C. F. F. Pritchard
Mr. & Mrs. A. D. Peteson
Mr. & Mrs. J. Currie
Mr. & Mrs. J. Hartel Mr. J. R. Reholt
Mr. H. K. Hecksher Mr. Richard Porak
Mr. H. James Capt. & Mrs. A. H. Seward and child
Mr. Kenfholz Mr. H. E. Staneman
Mr. Kelly Mr. R. Taylor
Dr. E. T. Keyt Mr. J. De Vor
Mr. M. M. M. Mooney Mr. C. A. Wern
Mr. P. W. L. Nanninga Mrs. Woods

KINGSLEY PRIVATE HOTEL.

Comdr. F. Astor, B.N. Mr. & Mrs. Macfarlane
Mr. F. A. Codd & Maid Mr. J. F. Macgregor
Mr. E. Arndt Mr. & Mrs. L.D. Mandell
Mr. & Mrs. Autcott Master Mandell
Mr. H. Bennett Mr. E. J. McEvily
Mr. F. E. Bunting Mr. S. S. Morrison
Mr. & Mrs. B. W. Brown Mr. J. Robertson
Mr. & Mrs. C. D. E. Crawford Mr. J. Robertson
Mr. C. F. Goshan Mr. J. S. Piggott
Mr. J. G. Harvey Mr. B. Webb
Mr. H. Hoffman Mr. Whyley
Mr. H. Koch Mr. Otto Wiesinger
Mr. & Mrs. G. P. Lamont Mr. and Mrs. H. A. Williams
and children Mr. J. W. Wilson
Mr. & Mrs. A. C. Logan

STEAMERS PASSED THE CANAL.

May 9th—Bentorlich, Karonga, 12th
Ernest Simon, Ghazee, Jeseric, Prinz Edel
Friedrich, Teekai, 4th class, 16th—Gleidgen,
Mysore, Maru, Soyo Maru, Alenia, 19th—
Borneo, Hollas, Menelaus, Nippon, Siki, Sitoa,
Siam, Wakasa Maru, Yangtze, 23rd—Bengal,
Brigavia, Rheinfels, 26th—Ceddas, Dumbra,
Kitano Maru, Palermo, Penang, Tidous,
York, Warrior, 30th—Glormorianshire, Helle,
Ricchies, India, Beigate, Semangka,
Spesia, Baron Minto, June 2nd—Hellerup,
Henchell, Bonar, Duncannon, Kabilaga, Palma,
Patroclus, Sazonia, Syria, Tauran, Indra,
dradeo.

ARRIVALS AT HOME.

June 2nd—Kintuck, Prins Ludvig.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

SHIPPING

ARRIVALS.
AMIGO, German str., 622, W. Langevanger, 3rd June—Haiphong 1st June, General—Johson & Co.
CHINHUA, British str., 3rd June—Canton.
CLARA JESSEN, German str., 1,102, H. Ipland, 3rd June—Hongkong 1st June, Coal—Johson & Co.
HAIJUN, British str., 641, J. W. Evans, 3rd June—Swatow, 2nd June, General—Douglas Lapink & Co.
HAITAN, British str., 1,183, J. S. Ronch, 4th June—Fuchow, Amoy and Swatow, 3rd June—Gongpu—Dongpu, Lapink & Co.
KOJO MARU, Japanese str., 2,816, Cowin, 3rd June—Moji 28th May, Coal—Gilmour & Co.
KWANGJEE, Chinese str., 1,468, Pratt, 4th June—Shanghai 1st June, General—C. M. S. N. Co.
KWANGJEE, Chinese str., 3rd June—Canton.
LAERTE, British str., 1,340, Page, 3rd June—Saigon 1st May, Rice—Wo Fat Sing.
NUITA, British str., 2,917, F. J. Fox, 3rd June—London 29th May, General—P. & O. S. N. Co.
QUARTA, German str., 3rd June—Canton.
SHANTUNG, British str., 1,305, Robinson, 3rd June—Kwan-chow-wa 2nd June, Salt—Butterfield & Swire.

DEPARTURES

3rd June.
BENNOH, British str., for Kobe.
BYO MAU, Japanese str., for Dairen.
CARL DIESERICHSEN, Ger. str., for Hollow.
MAHA CHAKRABHATI, Siamese str., for Haiphong.
MANIE, German str., for Saigon.
PAHOI, British str., for Shang-ai.
SIGMAR, German str., for Haiphong.
SLOVAKIA, German str., for Shang-ai.
SUCHE, Siamese Royal Navy, for Haiphong.
TAMSUJ, British str., for Amoy.
TULIWONG, Dutch str., for Batavia.
ULV, Norwegian str., for Shang-ai.
4th June.
CHINHUA, British str., for Shang-ai.
DAIGI MARU, Japanese str., for Swatow.
HAIMUN, British str., for Swatow.
KUMCHOW, British str., for Saigon.
NUBIA, British str., for Shanghai.

SHIPPING REPORTS.

The Chinese str. *Kwangjee* reports: Fine clear weather all the way and S.W. winds.
The British str. *Haitan* reports: Light S.S.W. winds, smooth sea and fine weather.

VESSELS PASSED ANJER.

May 3, Dutch str. *Bilbion*, from Amsterdam for Batavia.
May 13, Dutch str. *Gentoer*, Le Clerc, April 8, from Rotterdam for Batavia.
May 18, German str. *Hamburg*, Müller, from Hamburg for Batavia.
May 18, Dutch str. *Banda*, Prinze, May 18, from Batavia for Amsterdam.
May 19, British str. *City of Durham*, Boyce, from Mauritius for Manila.
May 19, Dutch str. *Bessie*, Bunge, May 14, from Batavia for Rotterdam.

PASSENGERS.

ARRIVED.
Per *Haitan*, from Coast Ports, Messrs. Logan and Sonnyay.
Per *Nubia*, for Hongkong, from London, Mr. J. A. Bullin, Mrs. E. Lewis, Mrs. M. Kidstone, Mrs. and Mrs. Hastings, Sub-Lt. Mansfield, Capt. T. W. Steep and servant; from Colombo, Mr. D. B. Seaman; from Singapore, Mrs. Smythe and child, Mr. F. B. Sporer and Mr. J. N. Urquhart; for Shanghai, from London, Mr. and Mrs. S. Watson and 2 children, Mr. Norbury; from Malta, Mr. W. R. McEvilly; from Singapore, Mr. A. Coweney, Mr. E. White and W. H. Dean; for Kobe, from London, Mr. and Mrs. J. W. Jameson; for Yokohama, from Singapore, Mr. H. L. Jones and Rev. W. Elwell.

DEPARTED.
Per *Haijung*, for Swatow, Mr. B. Jenkins; for Foochow, Messrs. L. Gibbs, L. Hildebrandt and John Anderson; for Wakamatsu, Capt. and Mrs. Acton.

EXPECTED.

Per *Haijung*, for Swatow, Mr. B. Jenkins; for Foochow, Messrs. L. Gibbs, L. Hildebrandt and John Anderson; for Wakamatsu, Capt. and Mrs. Acton.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Charge on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship.

ARRATOON APCAR.
Capt. G. F. Hudson, will be despatched for the above Ports on SATURDAY, the 10th June at 4 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 2nd June, 1911. [780]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY,
VIA SINGAPORE AND PENANG.

Having connection with Company's Mai Steamer to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADELAIA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Charge of through rates to PERSIAN GULF and BAGDAD, also BAHCHONIA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"ISCHIA".

Captain Bolisto, will be despatched as above on TUESDAY, the 13th June, at NOON.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st May, 1911. [4]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "a," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & TON.	BERTE	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON, & CO., LTD...	To-day.
LONDON, &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. CO...	On 10th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MILE	Brit. str.	—	E. F. Dalry, R.N.R.	P. & O. S. N. CO...	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 6th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINIE	On 26th inst.
ROTTERDAM, & HAMBURG VIA STRAITS, &c.	BEASILIA	Ger. str.	k. w.	Mass	HAMBURG-AMERIKA LINIE	On 9th inst.
HAVRE, BREMEN & HAMBURG, &c.	FREIENFELS	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINIE	On 9th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 8th July.
HAVRE & HAMBURG VIA STRAITS, &c.	KAGA MARU	Jap. str.	—	M. Higino	NIPPON YUSEN KAISHA	On 7th inst., at D'light
HAVRE & HAMBURG VIA STRAITS, &c.	ATSUTA MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 14th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Ger. str.	k. w.	Wm. Thompson	HAMBURG-AMERIKA LINIE	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAURUS MARU	Am. str.	—	Knaissel	SHIENWAN, TOME & CO.	On 23rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DACRE CASTLE	Am. str.	1 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 10th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEREOR OF INDIA	Brit. str.	2 m.	S. Tomonaga	CANADIAN PACIFIC R. CO.	On 27th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEAGLE	Brit. str.	—	K. Noda	OSAKA SHIENWAN KAISHA	On 15th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDIA MARU	Jap. str.	—	G. B. McGill	OSAKA SHIENWAN KAISHA	On 18th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIBA MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIBERIA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	On 9th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Brit. str.	—	Christen Smith	PACIFIC MAIL S.S. CO.	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIYO MARU	Jap. str.	—	J. Nagao	PORTLAND & ASIA S.S. CO.	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HENRIK IDSEN	Jap. str.	1 m.	L. Klugkist	MELCHERS & CO.	On 20th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 9th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COBLENZ	Ger. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 8th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKRO MARU	Jap. str.	—	F. Isoko	MELCHERS & CO.	On 27th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Jap. str.	—	H. Hinokuma	TOYO KISEN KAISHA	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HONGKONG MARU	Jap. str.	—	Rooy	YAO-CHINA-JAPAN LIJIN	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAILOTAJAP	Dut. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & CO., LTD.	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHEONGSHING	Brit. str.	—	Peter	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HUICHOV	Brit. str.	—	J. Taramaka	HAMBURG-AMERIKA LINIE	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SLAVONIA	Brit. str.	—	S. Barciam	NIPPON YUSEN KAISHA	On 7th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BOMBAY MARU	Brit. str.	—	C. D. Goldsmith, R.N.R.	MELCHERS & CO.	On 19th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARCADIA	Brit. str.	—	Porcellius	HAMBURG-AMERIKA LINIE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORK	Brit. str.	—	V. Zwart	JAVA-CHINA-JAPAN LIJIN	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIMIA	Swed. str.	—	J. S. Roach	OSAKA SHIENWAN KAISHA	On 7th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILVIA	Ger. str.	—	W. C. Passmore	DOUGLAS LAPRAK & CO.	To-morrow, at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THIRAGEM	Dut. str.	—	H. Mathias	BUTTERFIELD & SWIRE	On 9th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DALIN MARU	Jap. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 7th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHOSHUN MARU	Jap. str.	—	M. C. Smith	JARDINE, MATHESON & CO., LTD.	To-morrow, at 2 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HATAYA	Brit. str.	2 h.	S. Crosby	SHIENWAN, TOME & CO.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAIKING	Brit. str.	1 m.	Weigall	JARDINE, MATHESON & CO., LTD.	On 20th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUNGKIAO	Brit. str.	—	F. Semill	MELCHERS & CO.	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMING	Brit. str.	—	G. F. Hudson	NIPPON YUSEN KAISHA	On 13th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUENSANG	Brit. str.	—	DAVID SASSOON & CO., LTD.	DAVID SASSOON & CO., LTD.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ZAFIRO	Am. str.	—	Carlowitz & Co.	Carlowitz & Co.	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	REBE	Am. str.	—	W. G. G. Lenck	SHEWAN, TOME & CO.	On 7th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MAUSANG	Brit. str.	—	Ph. Obenauer	PH. OBENAUER	On 7th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Ger. str.	—	Van D. Jalink	JAVA-CHINA-JAPAN LIJIN	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ABRAHAM APOL	Brit. str.	—	—	—	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ISCHIA	Ital. str.	—			

"GRAETZ."

METALLIC FILAMENT

EHRIC & GRAETZ.

LAMPS

BERLIN S. O. 36.

Saving in current 70%

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.**BERLIN-GÜBENER
HUTFABRIK ACT.-GES.
VORM. A. COHN GUBEN III.**
(GERMANY).

ESTABLISHED 1859.

Manufacturers and Exporters of all kinds of

FELT AND WOOL HATS SOFT AND STIFF.

DAILY PRODUCTION 26,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.**Hoehl Extra
Dry**
gout américainSole Representative for Hongkong and South China.
Hugo C. A. Fromm, Hongkong.

1670-22

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Ernest Simon, with the French Mail, leaves Saigon on Friday, the 2nd inst., at 2.00 p.m., and may be expected here to-day.

POST

TICKET

DATE

Kinshan

Monday, 5th, 8.00 A.M.

Mowatville

Monday, 5th, 9.00 A.M.

Ernest Simon

Monday, 5th, 4.00 P.M.

Kumeric

Tuesday, 6th, 10.00 A.M.

Haitan

Tuesday, 6th, 10.00 A.M.

Cheungching

Tuesday, 6th, 10.00 A.M.

Printed Matter and Samples

... 10.00 A.M.

Registration ... 10.00 A.M.

(Registration, with late fee of 10 cents up to 10.45 A.M.)

Registration, Kowloon B.O. ... 10.00 A.M.

No late fee.

Letters ... 11.00 A.M.

Tuesday, 6th, 1.15 P.M.

Tuesday, 6th, 3.00 P.M.

Tsiming

Tuesday, 6th, 5.00 P.M.

Tuesday, 6th, 5.00 P.M.

Wednesday, 7th, 9.00 A.M.

Wednesday, 7th, 10.00 A.M.

Wednesday, 7th, 10.00 A.M.

Printed Matter and Samples

... 10.00 A.M.

Registration ... 10.00 A.M.

(Registration, with late fee of 10 cents up to 10.45 A.M.)

Registration, Kowloon B.O. ... 10.00 A.M.

No late fee.

Letters ... 11.00 A.M.

Saturday, 10th, 10.00 A.M.

Printed Matter and Samples

... 10.00 A.M.

Registration ... 10.00 A.M.

(Registration, with late fee of 10 cents up to 10.45 A.M.)

Registration, Kowloon B.O. ... 10.00 A.M.

No late fee.

Letters ... 11.00 A.M.

Saturday, 10th, 1.00 P.M.

Saturday, 10th, 3.00 P.M.

Saturday, 10th, 3.00 P.M.

Saturday, 10th, 3.00 P.M.

Printed Matter and Samples

... 4.00 P.M.

Registration ... 3.15 P.M.

(Registration, with late fee of 10 cents, up to 4.00 P.M.)

Letters ... 5.00 P.M.

Monday, 12th, 3.00 P.M.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

June 2nd.

ON LONDON:—
Telegraphic Transfer 194
Bank Bills, on demand 194
Bank Bills, at 30 days' sight 194
Bank Bills, at 4 months' sight 194
Credits, at 4 months' sight 194
Documentary Bills, 4 months' sight 1/10thON PARIS:—
Bank Bills, on demand 229
Credits, at 4 months' sight 233ON GERMANY:—
On demand 185ON NEW YORK:—
Bank Bills, on demand 448
Credits, at 60 days' sight 458ON HONGKONG:—
Telegraphic Transfer 1354
Bank, on demand 136ON CALCUTTA:—
Telegraphic Transfer 1353
Bank, on demand 136ON SHANGHAI:—
Bank, at sight 748

Private, 30 days' sight 754

ON YOKOHAMA:—
On demand 884ON MANILA:—
On demand—Pesos 89ON SINGAPORE:—
On demand 774ON BATAVIA:—
On demand 1084ON HAIPHONG:—
On demand 14 1/2 pmON SAIGON:—
On demand 842

SOVEREIGNS, Bank's Buying Rate \$10.95

GOLD LEAF, 100 fine, per tael \$57.20

BAR SILVER, per oz. 24 1/2 d.

SUBSIDARY COINS:—
per cent

Chinese 20 cents pieces 67.15 discount

Chinese 10 67.25

Hongkong 20 67.00

Hongkong 10 67.18

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.

.